

The Man Behind The Plow

They sing about the glories of "The Man Behind the Gun,"
And the books are full of stories of the wonders he has done;
There's something sort of thrilling in the flag that's waving high
That makes us want to "holler" when the boys go marching by;
But when the shouting's over, and the fighting's done, somehow,
We find we're still depending on "**THE MAN BEHIND THE PLOW.**"



"THE MAN BEHIND THE PLOW"

300
1912
1000

We sing about the glories of "The Man Behind the Gun"
And the books are full of stories of the wonders he has done;
There's something mighty fetching in the flag that's waving high
That makes us want to "holler" when the boys go marching by;
But when the shouting's over, and the fighting's done, somehow,
We find we're still depending on "The Man Behind the Plow."

Mid all the pomp and glory of an army on parade,
And through the awful blackness that the smoke of battles made;
In halls where jewels glitter, and where shouting men debate,
And in places where the rulers hand out honors to the great;
There's not a single person who'd be doing business now,
Or have medals, if it wasn't for "The Man Behind the Plow."

We're building mighty cities and we're gaining lofty heights,
We're winning lots of glory, and we're setting things to rights;
We're showing all creation how the world's affairs should run,
Future men will gaze in wonder at the things that we have done;
But they'll overlook the feller, just the same as we do now,
Who's the whole concern's foundation—that's "The Man Behind the Plow."

SAM KISER.

Canadian Pacific Ry Land Dept.
FABER & CO.
COLONIZATION AGENTS
458 Broadway, New York

The Evolution of the Plow



PLOWING WITH FOUR HORSES - FIVE ACRES PER DAY. FOUR HORSES AND MODERN SULKY PLOW



PLOWING WITH OXEN - ONE AND ONE HALF ACRES PER DAY. TWO OXEN AND THE OLD FASHIONED PLOW.



PLOWING BY MACHINE POWER - FORTY ACRES PER DAY

*Sir Thomas
Shaughnessy,
President
Canadian Pacific
Railway Co.*



The World's Greatest Transportation System

The Canadian Pacific Railway Company's belief that success lay not altogether in simply operating its railroad, but also in administering national assets for national good, early resulted in its developing enormous agricultural, timber, coal and natural gas areas, besides operating public necessities such as elevators, steamships, docks, terminals, hotels, street railways and car and locomotive shops, to provide equipment for its 16,000 miles of track.

For years this Company has provided an "Around the World" tour. Starting westward from Montreal the traveller is carried via rail and the Great Lakes, or interesting all-rail route over the vast fertile prairie through the Canadian Rockies to Vancouver. Thence he embarks for the far East upon Canadian Pacific Steamship for Japan, China, Hawaii or Australia, continuing to India, Egypt, through the Mediterranean to Europe, crossing England on Canadian Pacific trains, and again embarking on the Company's steamships for Canada. Full particulars regarding tours may be obtained from the Company's nearest agent or from Mr. C. E. E. Ussher, Passenger Traffic Manager, Montreal.

*The new home of
the Department of
Natural Resources,
Canadian Pacific
Railway,
Calgary, Alberta*



Great Is Western Canada

"Western Canada has not even tapped her resources," writes Parke West, Farm Editor of the Chicago Record-Herald. Another high tribute is paid by A. W. Fulton, of the "American Agriculturist," who comments editorially as follows:—

"Great is Canada West; great are the actualities of that vast stretch of prairie provinces in grain production and great in animal husbandry. Well may the United States look with wholesome respect upon the rapid development of that new country which is only in the beginning of its realization of strength and innate forcefulness, in production, in manufacturing, in commerce." The completion of the Canadian Pacific Railway from ocean to ocean first disclosed the real capabilities of the western plains and favorable nature of their climate. Since that time it has been demonstrated that Western Canada with its great dimensions, its wealth of resources and strength of material might, presents to the home-seeker the one great opportunity of this age. The discovery of this important fact has dissipated doubt, compelled attention with the result that the stream of settlement is flowing steadily into its borders from all parts.

*Water and
Transportation.
Two Great
Essentials
to Rapid
Development*



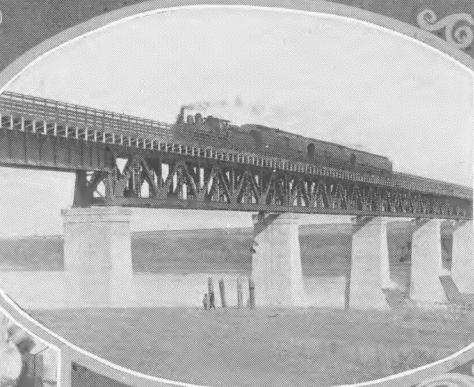
Canada a Great Empire

Canada is a country of great distances. Extending from the Atlantic to the Pacific, it is more than equal in size to the United States, and in fact covers over 3,745,000 square miles—one-twelfth the land surface of the earth.

The Provinces which make up the agricultural regions of Western Canada are a vast plain, three times the size of the German Empire and five times larger than Great Britain and Ireland, watered and drained by three great river systems. With a gentle slope to the east and a slight tilt to the north, this plain stretches from the Rocky Mountains on the west to the wooded country of New Ontario on the east, and from the International Boundary on the south to a yet-to-be-determined point on the north. The river systems make this plain one vast network of fertile valleys, the topographical features, as well as the climate in a large measure accounting for the productiveness of the soil. Professor Thomas Shaw of Montana, the eminent authority on soil and climate, puts it very well when he says: "No citizen of Western Canada should be anxious to apologize for the climate of his country. Good as the soil is, it would never have brought supremacy in grain production had it not been for climate. The blessing of the climate is three-fold. It consists in the purity of the air, in the temperature of the same, and in the happy equilibrium of precipitation."

TRANSPORTATION ~ Past and Present

A Story Without
Words

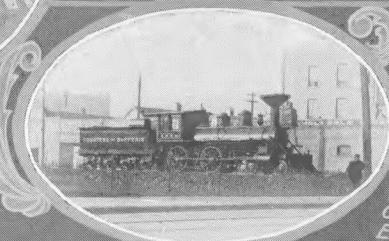


COMFORT AND SPEED

TREKKING OUT TO
THE FARM IN
THE OLD DAYS.



THE HARE AND THE TORTOISE



THE
C.P.R.'s
ENGINE No. 1

The Canadian Pacific Railway Company's Land Grant

The days are gone when the Indian and the white pioneer hunted the wild buffalo across the undulating sweeps of Canada's Great Prairie Regions. The buffalos have gone, the Indians relegated to reserves, the hunters vanished and in their place a great army of settlers are daily planting their standards on the Western Prairies. Great steam engines, spitting fire and smoke, tear the virgin sod in all directions, as the decaying bones of their predecessors are daily turned up to bleach in the sun. The romance of the past is being crushed out while an ever-widening strip of cultivation is the only mourning sign. Prosperous and happy homes for millions of those who are compelled to flee from the crush and competition of thickly populated districts, or desire to lead the freer, healthier life of the country are being established.

As part of the consideration for the construction of a transcontinental line through Canada, the Canadian Pacific Railway Co. has given a land grant in Western Canada consisting of some 25 million acres. About 7,000,000 acres of this land in the West yet remains in the hands of the Company, and is handled entirely by the Canadian Pacific Railway's Department of Natural Resources, with head office at Calgary, where Alberta lands are administered, while branch offices to handle Manitoba lands are established at Winnipeg, and to handle Saskatchewan lands, at Saskatoon. In the succeeding pages of this booklet, details regarding some of these lands will be found.

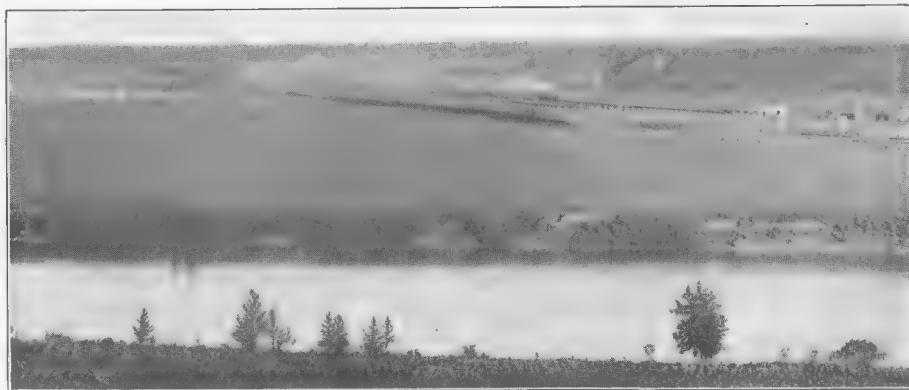
*Irrigation
makes
the Prairie
Blossom
like a Hot
House Rose*



The Irrigation Block

The Canadian Pacific Railway's Bow Valley irrigation project in Sunny Southern Alberta consists of a 3,000,000-acre tract. Eleven and a half million dollars is being expended on this work which provides for the operation of 4,400 miles of canals and ditches. Combination farms are obtainable upon terms within the reach of all, the irrigated portions raising small fruits, alfalfa and all grain root and fodder crops, the non-irrigable areas producing winter wheat besides furnishing the world's finest pasture. Wheat yields from 20 to 40 bushels per acre, oats 60 to 100, flax 15 to 25 and other crops in like proportion. Good markets, low taxation, splendid schools, abundance of water and the valley's unexcelled climate have caused thousands to establish homes upon its fertile lands.

*Horseshoe
Bend Dam,
Bassano*



The Horseshoe Bend Dam

The Horseshoe Bend Dam on the Bow River, three miles southwest of Bassano in Alberta, is a mammoth structure that is attracting the attention of the engineering world.

The function of the dam is to divert water into the main canal of the Eastern Section of the Irrigation Block, and when completed will irrigate 440,000 acres of farm lands.

The dam will consist of a long (7,000 ft.) high, earthen embankment with a reinforced concrete spillway and contain over 1,100 tons of reinforced steel.

The spillway can pass over its crest 100,000 cubic feet of water per second, and altogether the structure when completed will constitute one of the biggest feats of the continent.

*Plowing
at
Sedgewick,
Central
Alberta*



Central and Northern Alberta Lands

Central Alberta covers that portion of the province lying between townships 35 and 50, and extends ninety miles north and south and 210 miles east and west. The Canadian Pacific Railway controls many acres in this vast tract, having been granted the odd-numbered sections of land, while the even numbered sections were reserved for entry under homestead conditions.

Until a few years ago thousands of homesteads were available in Alberta, but owing to the rush of settlers into the district, all free grant lands of any worth have long since been acquired. The homeseeker arriving in Alberta therefore finds a well-developed country and railway land for sale adjacent to the holdings that have been farmed a sufficient number of years to clearly demonstrate the possibilities of the district.

Crops produced in this district the past season are irrefutable evidence of the fertility of Alberta's soil.

*A Beautiful
Farm in
Western
Canada*



Saskatchewan the Golden

Saskatchewan is the central agricultural province of the West. First constituted a province in 1905, the evolution of conditions has been very rapid, and hungry land seekers have wrought a change, the proportions of which are astonishing. In 1898 Saskatchewan produced 4,780,440 bushels of wheat, in 1911 over twenty times that amount. Its greatest length is 760 miles, its width on the south 393 miles tapering gradually to 277 miles on the north. It has an area of 250,650 square miles.

Grain growing in Saskatchewan is but in its early stages, barely 8% of the area of crop districts being yet under cultivation. Particularly to the American farmer, oppressed by the high price of land in the states, have the fertile acres of Saskatchewan appealed, and the movement of men, money and goods from the great republic has been steady and continuous.

H. F. B. Gape of Wilkie, Sask., says: "A Saskatchewan farm is a first-class investment—at least that is my experience, and I know that thousands of others have done as well. Men of the city are disturbed by financial panics and manufacturers suffer from trade depressions, but the Saskatchewan farmer is practically unaffected by these matters and keeps serenely on adding regularly and substantially to his bank balance. My advice to men who are thinking of making a change is to act quickly for land is advancing in value every day."



CARROTS

AN ATTRACTIVE
DISPLAY

Manitoba for Mixed Farming

The first settler in Manitoba to appear on the Company's books was Charles Whitehead, who had been a contractor on the railway during construction. The country "looked good to him" so in September 1881 he applied for a section of land in the neighborhood of Brandon and secured Contract No. 1. The railway offered land then at the rate of \$2.50 per acre, and to induce settlement and cultivation refunded purchasers one-half the purchase price for every acre broken, so that Whitehead, who broke most of the land the following spring, secured it at the low price of \$1.25 an acre. Breaking prices then however were more than double what they are to-day, \$9.00 being about the average, so that his investment was nevertheless quite a big one.

Mr. Whitehead's operations, records tell us, were entirely successful, and he ultimately retired, having amassed a considerable fortune.

Manitoba is the most easterly of the prairie provinces and is fairly settled with many branches of railway in all directions. "Manitoba Hard" is famous in the wheat markets of the Old World, and while for years it was treated almost exclusively as a wheat growing country, this is changed now and stock raising, dairying and general mixed farming are receiving much attention. At least 80,000 cattle a year are required for home consumption. The winters are cold but the air is pure and dry. Summer days are long and warm with cool evenings. The growing season is about the same as in Minnesota and North Dakota.

*"The
Headgates"
Canadian
Pacific
Railway's
Irrigation
Canal,
Bow River,
Calgary,
Alberta*



The Lethbridge Irrigation System

This is the pioneer irrigation undertaking on a large scale in Western Canada. It was started in the year 1900, and was completed some years ago. This extensive irrigation system, which has been constructed at an expenditure of over \$400,000, draws upon an inexhaustible water supply in the lakes fed by the melted snows and glaciers of the Rocky Mountains, from which flows the St. Mary River, where the head works are located. The length of the main canal is 51 miles, of the Lethbridge branch 32 miles, and of the Stirling branch 22 miles, making the entire length of the Galt canal system 115 miles. Water is here provided in never-failing abundance for the conversion of the region into one of rich productive agriculture.

This irrigation system skirts the famous Milk River ridge on the north, which is one of the most celebrated grazing areas in Western Canada. The area under irrigation is about 100,000 acres. These lands may be purchased on application to the Canadian Pacific Railway Land Department at Calgary.

The Lethbridge irrigation system is admirably served with transportation facilities. One railway line connects Lethbridge with the International Boundary and other lines traverse the centre of the district and serve the more westerly portion thereof.

*Canadian
Pacific
Railway
Supply
and
Demonstration
Farm,
Strathmore,
Southern
Alberta*



The Canadian Pacific Railway's Supply and Demonstration Farm, Strathmore

In opening up the lands in the great Canadian West, the Canadian Pacific Railway has taken every precaution to safeguard the interests of the settlers, and one practical way in which this is done is through the medium of the Demonstration Farms. The main purpose of these farms is that they shall be of assistance to every settler who settles on the Company's lands. It is a well-known fact that agricultural practices vary in different localities and under different climatic conditions, and for this very reason the Demonstration Farms offer valuable assistance to all who desire help, which assistance is rendered in the following ways:

(1) Information or advice; (2) the securing and distributing of the best breeds of cattle, hogs, poultry, at very reasonable prices; (3) The spreading and developing of better strains of various grains; (4) The growing of trees in large quantities for distribution among the settlers; (5) The furnishing of a market for poultry, eggs, milk, cream, etc.

Farmers on the Irrigation Block are earnestly invited to utilize the services of the Company's staff to the greatest possible extent.

The superintendents are men scientifically trained in agriculture, while those in charge of the branches are competent, practical men, and the services of the superintendents and members of the staffs are at the disposition of the settlers at any time.

*Milking
Dairy Cows
by Machinery.
C. P. R.
Demonstration
Farm,
Strathmore,
Alberta*



Modern Dairying

With alfalfa and good dairy cows, no state in the Union would be able to excel Western Canada as a dairying country. As fine a herd of Holsteins, Ayrshires and Jerseys may be found in the West as in any other part of the world, while Guernseys, Red Polled and Milking Shorthorns, though not so numerous, are yet coming to be found in larger numbers each year.

On the Canadian Pacific Railway's Demonstration and Supply Farm at Strathmore, where milking machines are in general use, sixty dairy cows are daily milked by these machines, operated by three men. The Canadian Pacific Railway dining cars and some of the hotels receive the supply from the farm. Prices for milk range from 18 cents to 25 cents the gallon, with the price of cream at from 75 cents to \$1.50 per gallon, showing a 25% article. Creamery butter brings from 25 cents to 50 cents per pound, depending upon the season of the year, while dairy butter rarely goes below 25 cents per pound.

There are such remarkable developments going on in the West that there is a constant market for these products. The dairyman will find in Western Canada a place where he can make a splendid revenue in the dairy business from the day he lands.

*Every
Condition is
Present in
Western
Canada to
Make Horse
Breeding
the Most
Profitable of
Occupations*



Western Canada—The Natural Home of the Horse

Western Canada is the natural home of the horse. Every condition is present to make horse breeding the most profitable of occupations. Excellent soil, high altitude, dry, invigorating climate, just sufficiently arid to bring the horse to perfection, splendid markets south, east and west, and unrivalled economy in production. No country can compete with Western Canada in this branch of stock-raising. When the horse market is dull the Western Canada breeder can ship at a reasonable profit. When horse values are buoyant, he is coining money, the cost of raising horses here being more or less nominal. Fleet of foot and long of wind, as the high-strung, full-blooded Arabian equine, these prairie horses sometimes put up battles royal when first called upon to submit to the saddle or harness, but are readily subdued and become useful to the owner in the park or on the farm.



Rump Roasts in the Raw

No line of farming in Western Canada affords more genuine pleasure to its devotees than does beef production. Nor need it consist of pleasure alone, for where skill and judgment are exercised splendid profits are sure to follow. At the present time the bulk of the beef is sold in the late summer and fall, when range cattle are in the best condition, and shipment is generally made direct to the British market off the grass. Vast stretches of Western Canada, however, are being served by irrigation, with the result that, as intensive farming comes into general practice, the grass-fed steer of to-day must give place to the alfalfa and grain-fed animal of to-morrow, with the result that a higher priced and better quality of beef is produced. It must be remembered that farmers feeding beef make a home market for all forage of every description raised upon the farm.

*"Wheat
is
King"*



The Day of the Wheat Farmer

Western Canada is in the transition period. The wheat farmer is taking possession: in his wake appear countless, cosy homes. The rancher is being driven to the foothills. Some day the wheat farmer will, in turn, yield place to those engaged in dairying and diversified farming. He who takes the greatest possible amount of wealth out of the soil must prevail. The fight for supremacy between rancher and wheat farmer, and between wheat farmer and "mixed farmer," is not a fierce warfare where "might is right." It is a commercial development. The rancher relinquishes his holding when it is worth more to the wheat farmer than to himself, and the wheat farmer retires when the diversified farmer gives to his land a value beyond what continuous wheat cropping allows.

*Busy
Threshing
Time
in the
West*



The Last Chapter—“Golden Grain Makes Golden Gain”

Fascinatingly attractive in threshing time is Western Canada: throbbing engines, humming separators, quick galloping horses, short sharp orders. Everything is done with a rhythmic precision almost military in its action. Excitement pervades the air, the workers enthuse to their task, all is hustling, bustling, good-natured activity, and the tourist longs to throw aside conventionalities and become one of the happy “gang.” Yearly thousands of the most able men of Eastern Canada are brought out to help harvest and thresh Western crops, and among their number may be found those in all walks of life, answering for the first time that telepathic call of the West. Only last year they labored in the harvesting of a 300,000,000 bushel crop. This year it will be a million bushels greater.



*Kettle
Valley,
British
Columbia*

A Southern British Columbia "Elysium"

Here majestic mountains, rich with timber and ore; fertile land in peaceful valleys; and sparkling streams, teeming with fish and converging into broader waterways, contribute to the pleasure and profit of tourist and homeseeker, and from early spring until late autumn an endless succession of wild flowers, sweet-scented and many hued, delight the eye and gladden the heart with their fragrant beauty. A blending of Alps and Pyrenees, Black Forest and Riviera, would furnish the only picture worthy of comparison with scores of British Columbia landscapes, which cause tourists to halt in their rush to girdle the earth, only to establish another vine-clad villa in this beautiful bower of flowers. Fruit farming, market gardening, poultry raising, dairying and all kindred industries yield profits considered impossible in less favored districts.



C. P. R.
Hotel
at
Banff,
Alberta

Banff

*Where mountains lift their gleaming summits high
And rivers meet and madly rush away
To waste themselves in iridescent spray,
Where slope and valley, wood and rock and sky
The artist's brush, the poet's pen defy,
Where Nature, having left a previous day
To spend in ceaseless and unbridled play.*

The principal hostelry of the "Sulphur City," the Canadian Pacific's Banff Springs Hotel, is throughout the season crowded with tourists seeking the curative waters of the hot springs or desiring to explore Canada's National Rocky Mountain Park, the unchallenged domain of Ernest Thomson-Seton's "Wild Animals I Have Known." Embracing 5,732 square miles, half as large again as the Yellowstone National Park, this is the world's premier playground, a wealth of rugged Alpine scenery everywhere greeting the eye. The hotel, commanding an uninterrupted and magnificent view of the Bow Valley as its confluence with the Spray, has accommodation for 600 guests, having been considerably enlarged to meet the annually increasing demands made upon it by thousands of tourists. In comfortable refinement of appointments, the hotel easily ranks among the finest summer caravanseries to be found anywhere in the world's Alpine regions. Throughout the season delightful music is furnished for the guests during the afternoons and evenings.

*The
Famous
C. P. R.
Hotel
Empress at
Victoria,
B. C.*





Canadian Pacific Ry., Land Dept.

FABER & CO.

COLONIZATION AGENTS

458 Broadway, New York

"Oh Western Trail, Oh Sunset Trail!
Stretching away to the Far Beyond;
Thy mystic splendor can never fail
To draw man out t'wards the setting sun,
For something is throbbing within his breast,
Eager to answer the call of the west."



SOUVENIR 1912

American Land & Irrigation Exposition

NEW YORK

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